

**THE UNITED ASBESTOS
ORIENTAL AGENCY**
Sole Agents for the
**UNITED ASBESTOS COM-
PANY LTD. LONDON**
DODWELL & CO. LIMITED
General Agents

THIRTY DOLLARS
PER ANNUM.

號五廿月五英港香

Intimations

THE TRADE MARKS ORDINANCE

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK

NOTICE is hereby given that the SPERRY FLOUR COMPANY, Incorporated, carrying on the business of Merchant Millers in the State of California in the United States of America, the Chief Office of the said Company being at 134, California Street in the City and County of San Francisco in the State of California aforesaid, have, on the 31st day of February, 1899, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The invented words "BUCKEYE MILLS" printed stamped painted impressed branded stencilled written drawn cut or embossed over the facsimile of a shield surrounded by a sheaf of corn, the facsimile of a shield surrounded by a sheaf of corn under the words "BUCKEYE MILLS", over the shield surrounded by a sheaf of corn are four Chinese characters 北計麵房 (BAK KAI MIEN FONG) meaning in English "BUCKEYE MILLS".

The TRADE MARK has been used by the Applicants for upwards of seven years in respect of the following goods.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 25th day of February, 1899.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

THE TRADE MARKS ORDINANCE
1898.
APPLICATION FOR REGISTRATION OF
TRADE MARK

NOTICE is hereby given that the **SPERRY FLOUR COMPANY**, Incorporated, carrying on the business of Merchant Miller in the State of California in the United States of America the Chief Office of the said Com-

pany being at 134, California Street in the City and County of San Francisco in the State of California aforesaid have on the 9th day of February, 1899, applied for the registration in Hongkong in the Register of TRADE MARKS

The invented words "PIONEER MILLS" printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed over the facsimile of

Chinese Mandarin or Official, the facturing of a Chinese Mandarin or Official standing and holding in his right hand a sheaf of corn under the words "PIONEER MILLS," on the left side of the Chinese Mandarin or "Official" are four Chinese

characters. 派柯呢啞 (PAI OU-N AH) meaning in English "PIONEER" in the name of SPERRY FLOUR COMPANY Incorporated who claim to be the sole pro-


The TRADE MARK has been used by the Applicants for upwards of seven years in respect of the following goods:

FLOUR IN CLASS 42.

A facsimile of the TRADE MARK can be

seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under signed.
Dated the 25th day of February, 1899.
JOHNSON, STOKES & MASTER,

270] Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.


GOVERNMENT NOTIFICATION.
No. 368

THE following Particulars of Sale of Crown
Land by Public Auction, to be held at
the spot

TO-MORROW,
the 26th day of May 1860 at 2 P.M. are public

By Command,
J. H. STEWART LOCKHART
Colonial Secretary,
Colonial Secretary's Office.

Hongkong, 6th May, 1899. 167
Particulars of the letting by Public Auction
Sale, to be held To-morrow, the 26th day
May, 1899, at 3 P.M. by Order of His Ex-
cellency the Governor, of One Lot of CROW

LAND at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT

No.	Boundary Measurement	Area
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Колон М	Алунд Кол Тичи 202-310-3000	200,000,000	202
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Insurance.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE undersigned AGENTS of the above
Company are prepared to accept Foreign
Class FOREIGN and CHINESE RISKS
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 20th May, 1895.

Masonic.



A VICTORIA PRECEPTORY
REGULAR MEETING OF
VICTORIA PRECEPTORY WILSON

held at the FREEMASONS HALL, on MONDAY the 10th instant, at 8.45 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
—H.K. Grand Lodge, May 1892.

PUNJON MINING CO., LIMITED.

The following is the Manager's report for April—

JALIS.
August Shaft, Level No. 3 (200 feet Level).
The work done at this level was extended west of north 56° when it was stopped, the rock being very hard and nothing payable or of sufficient promise to seem to warrant continuing it showing.

Prospecting Winze No. 12—Drives from this winze were continued 7 feet in several directions and winze from one of these drives 3 ft., following on as much as possible, but it was much tilted about and broken up and nowhere continuous here, hence work was stopped at these places. About 30 tons of low grade ore was stopped from above these drives, but not yet milled.

Prospecting Winze No. 3—Drive from this winze was extended easterly 3 ft., mostly in very low grade ore which practically all cut out, hence work was stopped at this place.

TANKONG.

Surface.—An open cut, large enough for a cart road, was started here and cut in 62 ft. near to and a very little above the level, to facilitate mining the ore developed by these cuts above its level. This cut will have but a few feet further to go to cut this ore body.

Level No. 1 (50 feet Level). Crosscut.—I have designated the level cut herein, per my report for March, as Level No. 2, to distinguish it from the Level No. 1, which was first driven on and Level No. 2 is driving on, which I have called Level No. 1.

This was extended north-westerly 11 feet, when it was stopped to start an uprise and drives on the level here. The footwall turned almost flat in this drive and had not been cut through, yet in the top of it, where it was temporarily stopped, the level therein now showing some 27 feet thick.

Uprise from crosscut.—This was started from crosscut, 60 feet from Drive on Level No. 1, and put up 23 feet in Level No. 2, all in ore averaging about 17 dwts. gold per ton.

North Drive.—This was started from crosscut at same point as uprise and driven 11 feet, when it was stopped temporarily to enable better progress to be made with uprise and South Drive. A good part of it is in the footwall of the level. Driving it will be resumed as soon as practicable, on the level.

South Drive.—This was started from crosscut at same point as uprise and driven 23 feet. It is all in Level No. 2. There is some mullock-like ore in this drive of a somewhat lower grade than this ore in the uprise, but I think it likely the same ore had in the uprise will be found in other parts of the level here.

As the level is much larger than the drive at this point it is only partially developed by the drive and how large or of what grade it may be as a whole I cannot yet tell.

I will crosscut the level to further develop it, from this drive, some.
Practically everything from this drive, the uprise and South Drive and the crosscut, where it is in the level, has been and is being sent to the mill and I figure fairly well. The principal part of its value being in concentrates. I cannot estimate just what results are being obtained from this ore until they are treated or sold.

Level No. 2, West Drive.—This was extended 24 ft. on Level No. 1. It shows some 3 ft. to 4 ft. thick and fairly well defined, but of very low grade.

MANIK.

Surface prospecting and mining was continued here, but without any good results. The ore got milled but a little less than 2 dwts. per ton, gold and no permanent or promising ore body found.

Adit Drive Connecting with Shaft.—This was extended 45 ft. but without any good results.

SELARGO.

Cleaning out old working here was continued but slow progress made as it is practicable to work only a few men to advantage. No developments to amount to anything as yet.

SWAH.

No. 2 Drive.—Drive west from this was extended 18 feet and drive east 13 feet, when they were stopped, nothing of value or promise being developed by them.

No. 3 Cutting.—This was started towards what appears on the surface yet to be a ledge, and was cut 30 feet, not being yet far enough to develop what it is being put in to show.

Considerable other surface prospecting was continued to be done here and some payable ore found, but no ledge, determined in place, yet located.
Some ore could be got from this place that would pay to mine and mill, but it is impracticable to transport it to the mill at present. 13 tons were brought in and milled to test it, which yielded about 6 dwts. gold per ton.

GUBAO.

A little prospecting along the line of reef was continued here, but nothing of value or promise found. As soon as winding engine is erected development will be pushed at this place.

GENERAL PROSPECTING.

Some prospecting over our territory and considerable prospecting development work has been done but without as yet proving anything new of value.

REDUCTION WORKS.

Mill, 22 Stamps.—These were run equal to 24 1/2 full days and one concentrator 5 days. The short time the stamps were run was owing to lack of water for power and my not thinking it advisable to burn wood for power to treat low grade "headings." When concentrator was erected, so I could treat Tankong ore, steam auxiliary power was used.

Ore treated for product as follows—

	Total	Amalgam	Concentrate	Concentrate
		ozs.	lbs.	tons
Headings	2,008.4	277.5	113.22	
Swah	13	9.50	3.87	
Manik	17	26.75	10.90	
Tankong	18	3.80	1.55	.73
	32.5	20.25	11.02	.75

2,008.0 are yielding 141.86 c.

18 tons Tankong are yielding 3 tons. Concentrates per above was treated before concentrates were erected and 52.5 tons Tankong ore yielding 5 tons concentrates, after it was erected, and concentrates saved by it.

Cyanide Works.—But little work was done here, because of lack of water power and no clean up water made.

GENERAL.

Water Power.—This has been insufficient on account of lack of rainfall.

Rainfall.—32 1/2 inches at manager's house.

Buildings.—Construction of European residence at Bukit Sarong section was completed. Some slight additions made to mill and repairs on other buildings.

Machinery.—The erection of winding engine at Gubao progressing, though slowly. Willey concentrator erected at mill.

Health.—This has been good with Europeans and considerable sickness among Asiatics.

THE PLAGUE.

Cases reported to 24th instant..... 428
Do. do. during past 24 hours..... 11

Total..... 439

Deaths reported to 24th instant..... 352
Do. do. during past 24 hours..... 38

FROM JAPAN PAPERS.

ROBBING-A BANK.

A telegram from Yamaguchi states that the office of the One Hundredth Bank in the Toyori District Office has been entered by a thief and ¥1,400 in cash abstracted.

THE NEW SECRETARY TO THE BRITISH LEGATION.

The Official Gazette announces that Mr. James Beetham Whitehead, who was recently appointed Secretary to the British Legation at Tokyo, in the place of Mr. G. Lowther, has arrived and taken up his official duties.

THE JAPANESE ABROAD.

The last return made by the authorities shows that the number of Japanese residents in Siberia is 1,108 males and 1,382 females.

The Japanese population at Shanghai at the end of last month was 993, of whom 619 were males and 374 females.

YOKOHAMA CUSTOM HOUSE.

The 17th understands that the Yokohama Custom House and compound are to be enlarged during the current fiscal year at an estimated cost of ¥6,200,000. It is said that the fore-shore of the Customs premises will be reclaimed as a site for some warehouses and piers.

The Custom House compound and the Yokohama Railway Station are to be connected by a railway running along the sea-front.

STATUS OF FOREIGN BARRISTERS IN JAPAN.

The *Kobe Shinbun* reports that a few days ago the authorities of this Ken sent forward an application to the Department of Justice that foreign lawyers in the Consession might be allowed to practice in the Japanese Courts. Mr. Hatano, Vice-Minister of Justice, has replied that foreign barristers cannot be allowed to practise in Japanese Courts.

THE FIRST JAPANESE JOURNAL.

Mr. Kishida Ginko, a noted merchant of Tokyo, who claims to be the publisher of the first vernacular journal in Japan, proposes to celebrate shortly the anniversary of the event, which took place thirty-six years ago, that is, in 1863. The publication in question was a monthly magazine entitled the *Shimbunshi*, and as no types could be procured, the paper was printed from blocks cut from Mr. Kishida's own handwriting. Journalism has developed in Japan since those days.

THE SANITARY BUREAU AND JAPANESE WINES.

The *Osaka Asahi* expresses its surprise at the indifference of the manufacturers and dealers in Japanese wines regarding the action of the Sanitary Bureau. The recent publication of the result of an examination of wines made in Japan must, our contemporary thinks, have materially injured the reputation of Japanese wines without exception. The *Asahi* suggests that the dealers should ask the Sanitary Bureau to examine all the wines and publish the result in order to restore public confidence.

JAPANESE FISHERMEN IN KOREA.

Mr. Maki, the Director of the Marine Produce Bureau, who is now in Osaka, has been ordered to visit Korea early next month. A Tokyo dispatch states that his mission is to inspect the condition of the Japanese fishermen along the Korean coast with a view to gathering data for the framing of future regulations for the control of the fishermen or for the encouragement of the trade. The Agricultural and Commercial Department has instructed the fishery guilds at Kyushu and Shikoku to send deputations with Mr. Maki.

FATAL EPIDEMIC AMONG DOGS.

An epidemic of a strange character has broken out among the dogs in the neighbourhood of Tsukiji, Tokyo. On the 13th inst. it was reported that during twenty-four hours no less than twelve dogs had been attacked by the epidemic, succumbing almost immediately. A post mortem examination of the victims has thrown some light on the nature of the disease so far. When attacked, it is said that the animal drops its head and shakes it right and left a few times, and then is seized with convulsions, death following in three or four minutes.

TRAGEDY AT ONO.

The Police discovered the dead bodies of a man and woman at Fukui Mura. The explanation has yet to be ascertained. The scene of the murders, or murder and suicide, is a rag pressing house, No. 1959 Fukui Mura, owned—the Japanese Police inform us—by Mr. Ellerton. The dead are Higashibata Yoshimaru, 28, who was employed as gatekeeper, and a woman named Nishimura Tetsuko, 45. The man's head bore a gash at the back and his neck appears to have been tied up with something. The body was found in the engine room, which had been closed about three months. The Police say death was caused by the wound in the head. The woman was thrown down a well, which is just opposite the engine room. It is not believed that robbery was the motive of the crime. Strict enquiries are being made by the Police.

THE CRIMINAL CLASS.

In February of 1898, the total number of persons confined in the jails throughout Japan was 74,000. In February of the present year, it was 72,000. Thus there has been a diminution of 2,000. The reasons of this decrease are these—First, the procedure of the Courts was expedited, so that cases were disposed of more quickly; secondly, first offences of a minor character were dealt with by reprimands only; thirdly, prices having declined, the difficulty of obtaining a living became less acute. Such are said to have been the causes operative in the various prefectures. We translate these remarks from the *Kokumin Shinbun*. The third reason assigned by our contemporary surprises us somewhat. We should not ourselves have been disposed to say that any sensible depreciation of prices took place between February, 1898, and February, 1899, except in the case of rice.

THE SUPPLY OF IRON IN JAPAN.

Now that it has been definitely decided to obtain from Hanyang in China the major part of the iron required at the new foundry in Chikuzen, the question of carriage assumes much importance. It is evident that had the ore of Iwate Prefecture been used, the vessels carrying it to Chikuzen must have made the return voyage in ballast, as a general rule, for there is no trade with Iwate that could supply cargoes. A slightly better prospect presents itself in the case of Hanyang, since the steamers that carry the ore to Chikuzen may possibly fill up with coal for Shanghai or may find some other goods for Yangtze ports. Japanese papers speak of 25 voyages a year, and say that although the freight by foreign steamers would undoubtedly be cheap, it might be very difficult to induce them to work uniformly, and as the foundry must be kept supplied, the best plan will be to make arrangements for a regular service of vessels. There is the milk of the Mitsu Company's undertaking the work.

A CURIOUS REPORT.

RETURNING THE CAPTURED CHINESE.

A curious report is current in Japanese circles to the effect that, as most of the Japanese men-of-war ordered from Europe and America are now completed and have been brought out to Japan, the Government proposes to return to China all the war-ships captured in the late war and thus assist in re-establishing the Chinese Navy. It is added that naval men almost unanimously approve of the proposal.

If this is really done, it would be the first occasion in history, as far as we can recollect, that a victorious nation has voluntarily returned vessels captured in warfare. Even the children of Israel did not return the jewels of silver and jewels of gold which they "borrowed" from the Egyptians before leaving the land of bondage, though perhaps the parallel will hardly hold good, as according to the story told in the Bible, the chosen people on that occasion certainly did not escape because of their success in open warfare.

THE DALLAS-MUSGRAVE DRAMATIC COMPANY.

Messrs. Dallas and Musgrave's Dramatic Company arrived here this morning by N.Y.K. liner *Kobe Maru* says the *Kobe Herald* of May 17th, and go on to Yokohama by the steamer to-morrow morning. Mr. Dallas informs us that they will open here on Saturday, June 3rd, instead of the 6th as previously stated. The Company is an exceptionally strong one, consisting of no less than twenty-five members. They carry no less than fifty tons of scenery. Their most successful piece, *The Sign of the Cross*, ran for 31 consecutive nights at Calcutta (barring the Sundays, of course), 6 nights in Hongkong and 4 nights in Shanghai. At Hongkong they opened to a record house, and at their final appearance the bookings actually exceeded those recorded on the first occasion. All the members of the company are in fact actors, and Mr. Dallas speaks highly of the unflagging and interesting each and every one takes in his or her work, regardless of the calls which unforeseen circumstances sometimes necessitate. Mr. Dallas himself is an old lessee of one of the principal Theatres at Capetown. He has to be back at Colombo by a given date, and proceeds home afterwards to make arrangements to bring out another Company to India and the Far East next year.

A BIG CLAIM FOR BREACH OF CONTRACT.

In the Yokohama Chiba Saitansho before Judge Fujita, a civil case instituted by Messrs. H. Lucas & Co. of Kobe, has been heard against the Tsuguru Railway, claiming payment of the sum of ¥28,400, covering promissory notes issued by the defendants. Both parties were represented by counsel. It appears that a contract for the purchase of one locomotive, 23 miles of perfect flat-bottomed English or American steel rails and accessories, including fish plates, dogspikes, bolts and nuts, etc. at the price of ¥18,000 was concluded, sometimes in April, 1897, between Messrs. H. Lucas & Co. and the Tsuguru Railway Company. It was simultaneously agreed to by both parties that 15 per cent. of the contract price was to be paid by the defendants on May 7th, 1897, and 5 per cent. on September 30th the same year, for which sum promissory notes were handed to Messrs. H. Lucas & Co. the same day. On the due date, the payment of the money covering the promissory notes issued according to the contract was, however, refused by the Railway Company, the defendants, on the plea that the contract was not concluded by persons duly authorized to represent the Company, though the contract was signed by two directors of the Company, namely Messrs. Shibahara Kwa and Mizuno Ryo. Mr. Uyeda Seigo, of Tokyo, one of the Directors of the Tsuguru Railway Company, appeared in Court as witness. Mr. Uyeda deposed that the Company had not yet been registered with the Government Department when the contract with Messrs. H. Lucas & Co. was concluded for the purchase of a locomotive, rails, etc., though the Company was in possession of a charter from the Government for the construction of the Tsuguru Railway. He further stated that the Board of Directors of the Company consisted of seven persons, and except those who signed the contract, they were absolutely ignorant of its conclusion. Mr. Masujima asked the Court to summon as witnesses Messrs. Shibahara Kwa and Nishimura Ryo, the Directors of the Company, who signed the contract. The request being granted, the Court was adjourned till the 10th inst. *Japan Herald*.

THE RISE OF PRICES IN JAPAN.

The following is a letter sent to the *Japan Mail*—
"Observing in one of your issues that you have endorsed the remarks of an evening contemporary by quoting a paragraph from the *North China Daily News* on the increase of prices in Japan acting detrimentally on the influx of summer tourists from China and elsewhere, kindly allow me space to point out that it is hardly fair to throw the whole blame of the altered state of hotel charges and other rises in price upon the Japanese inn-keepers. The journal in question, when quoting the paragraph above-named, remarks, 'the short-sighted and grasping policy of Japanese inn-keepers is bringing its own punishment,' and again 'inn-keepers of that type, paradise (Japan) handed themselves together to fleece the visitors,' etc."

Without making myself the champion of "Japanese inn-keepers" as a class, permit me to point out that they have only moved with the tide that has been steadily rising in Japan for the last five years.

When the writer came to Japan to years ago, the charge for a room and meals per day at the Grand Hotel was \$4 and by special arrangement \$3.50 per single person. The Club Hotel was something lower, and a board of people getting accommodation as low as even \$2 for a term. Now I believe the Grand Hotel charges are from \$7 to \$8 per day, and not all other hotels in proportion, but they are not accused of having "banded together to fleece the visitor," because all sensible people are aware that such an increase in price is unavoidable owing to the great political and commercial changes that have materially altered the cost of living. Then why blame the Japanese inn-keepers for following suit, and throw all the blame on them?

Another point to which I would draw your attention is, that it is a comparatively small section of visitors from China, Singapore, and the Straits Settlements, who, purposing to summer in Japan, avail themselves of the houses of Japanese innkeepers, with the exception of the Fujiya Hotel at Miyoshihita, which being run on the lines of the Grand Hotel, cannot be said to fall under the category of Japanese inns. The visitors alluded to by yourself and your evening contemporary, either stay at one of the three hotels on the Bund, or, if having their families with them, either rent a furnished house on the Bund from the proprietors who vacates it for his own or his hired country house, or else go into the country and rent a Japanese house for themselves—or if they do not, they have the choice of all these three alternatives to save them from the necessity of falling into the "grasping hands" of the "Japanese inn-keeper"—and the latter can be left to fight out the question of increased prices with customers of his own nationality.

I am, Sir, yours truly,
F. H. MAY.

BRITAIN'S NAVAL POWER.

The *Norve Vriensy* in an article upon the political situation says—"The consciousness of the real superiority of Great Britain's naval power will certainly prevent the great European powers from taking isolated action to check her encroachments in different parts of the world, and as common action, nobody evidently dreams of it."

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1892:
Barometer.....29.867
Thermometer.....76.2
Humidity.....84.0
Rainfall.....15.0

TO-DAY.

On date of 10 a.m. 4 p.m.
Barometer.....29.71 29.61
Thermometer.....77 82
Humidity.....81 75
Rainfall.....0.01

WEATHER REPORT.

On date of 10 a.m. 4 p.m.
Barometer.....29.71 29.61
Thermometer.....77 82
Humidity.....81 75
Rainfall.....0.01

TO-DAY.

Thursday, 25th May, 1899.
Chinese—14th of 4th moon of 25th year of K'uang-shi.

Sun—Rises.....6hr. 6min.
Sets.....5hr. 55min.
High water—Morning.....7hr. 55min.
Afternoon.....1hr. 43min.
Low water—Morning.....9hr. 55min.
Afternoon.....3hr. 20min.

ANNIVERSARIES.

1841—Canton occupied by the British.
1857—The Chinese fleet totally destroyed between this date and June 1st.

1873—The Victoria Insurance Co. wound up.
1883—Imperial Decree for opening Yunnan mines issued.

1889—The Canton Mint formally opened by the Viceroy.

1897—The Powers replied to the Turkish conditions of peace.

TO-MORROW.

Friday, 26th May, 1899.
Chinese—15th of 4th moon of 25th year of K'uang-shi.

Sun—Rises.....6hr. 6min.
Sets.....5hr. 55min.
High water—Morning.....7hr. 55min.
Afternoon.....1hr. 43min.
Low water—Morning.....9hr. 55min.
Afternoon.....3hr. 20min.

ANNIVERSARIES.

1593—Fray Pedro Bautista, Spanish Envoy, left Manila for Japan.

1846—Hongkong Club opened.

1867—Duchess of York born.

1871—Bank Holiday Act passed.

1875—Mr. Blacklock murdered by Chinese smugglers on the s.s. *Douglas* at Foochow.

1876—Death of Grand Secretary Wen-sing.

1894—Great fire at Yamagata, Japan; 1,202 houses burnt and 13 lives lost.

1896—Coronation of the Czar, Nicholas II., at Moscow.

1897—The Russian Embassy by the Emperor of China.

AGENDA.

FRIDAY.
2.15 p.m.—Mutual Sings Case.
3 p.m.—Land sale at Mong Kok Tsui.

SATURDAY.
11 a.m.—Mail for Europe closes.

MONDAY.
5.15 p.m.—Annual general meeting Victoria Recreation Club.
9 p.m.—Regular meeting Victoria Preceptory.

TUESDAY.
Noon—Annual general meeting "Star" Ferry Co.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Copile*) to-morrow.
English (*Nibia*) to-morrow.

Indian (*Chelydra*) 27th inst.

Australian (*Futami Maru*) 27th inst.

Canadian (*Empress of China*) 30th inst.

American (*America Maru*) 4th prox.

American (*City of Peking*) 13th prox.

THE O. & O. Co.'s steamer *Copile* with mails & left Shanghai for this port on Tuesday the 23rd at 8 p.m.

THE N. P. S. S. Co.'s steamer *Columbia* sailed from Portland Oregon for Japan and Hongkong on the 23rd inst.

THE O. & O. Co.'s steamer *American Maru* with mails &c. from San Francisco to the 6th instant via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

THE Canadian Pacific Railway Co.'s steamer R.M.S. *Empress of China* arrived at Nagasaki at 6 a.m. on Thursday, the 25th inst. and will leave at 4 p.m. the same day. Due at Shanghai at 3 a.m. on Saturday the 27th inst.

THE Canadian Pacific Railway Co.'s steamer R.M.S. *Empress of Japan*, arrived at Kobe at 10.30 p.m. on Tuesday the 23rd and left again at 3 p.m. on Wednesday the 24th for Yokohama, where she is due to arrive at 2 p.m. on Thursday the 25th inst.

THE Silk ex steamer R.M.S. *Empress of India* was delivered in New York on the 23rd May.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.
Isla de Luzon....." "
Hongkong Maru....." "
Hyan....." "
U.S.S. Bennington....." "
Connaught....." "
D. Juan d'Austria....." "
Gerard C. Tobey....." "
Hengshan....." "
Rosella....." "

PASSED THE CANAL.

Outward—25th April—*Andria*, *Bagdad*, 27th April—*Cowrie*, 28th April—*Prism*, East-ern, 2nd May—*Bengal*, *Dorchester*, *Richmond*, *Agatha*, *Nibia*, *John Adams*, 31st May—*Delaware*, 9th May—*Glenora*, *Sardin*, *Albatross*, 25th May—*Sidney*, *Kine*, *Edgar*, 16th May—*Durham*, *Sidney*.

Homeward—1st May—*Ching Ho*, *Prism*, 11th May—*Ching Ho*, *Prism*.

SWATOW WEEKLY SHIPPING REPORT.

(20th May, 1899.)

ARRIVALS.

Date	Vessel	Where from	Agent
May 14	<i>Canton</i>	W. & C. Kiang	J. M. & Co.
14	<i>Bellefleur</i>	Amoy	B. & S.
15	P. C. <i>Kiao</i>	Hongkong	" "
15	<i>Huiching</i>	" "	J. M. & Co.
15	<i>Choyang</i>	Shanghai	" "
15	<i>Maifuru Maru</i>	Kobe	B. & S.
15	<i>Chefoo</i>	Cebu & N. B. S.	" "
15	<i>Singon</i>	Amoy & W.	" "
16	<i>Sishan</i>	Amoy	B. & S.
16	C. H. <i>Kian</i>	" "	L. Y. S. & Co.
16	<i>Formosa</i>	" "	J. M. & Co.
16	<i>Pronto</i>	Hongkong	" "
16	<i>Pundagawa</i>	Amoy	B. & S.
17	<i>Nanyang</i>	Hongkong	J. M. & Co.
18	<i>Maichew</i>	" "	B. & S.
18	<i>Kueiyang</i>	" "	" "
19			

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU..... E. W. Haswell	{ THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	To-Morrow, 26th May, at Noon.
FUTAMI MARU..... C. H. Hillcoat	{ NAGASAKI, KOBE and YOKOHAMA	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU..... M. J. Carnow	{ SEATTLE, WASH. U.S.A., via KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU..... G. E. P. Cook	{ MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1899.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Trains and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

[3000] ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S

ANTIPYRINE

patented

"LION BRAND"

In Powder and Crystals, also in Drops, of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 percent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

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PROF. H. FRANKEL,

AMERICAN

SURGEON-CHIROPODIST.

UNDERTAKES to extract Corns and to cure Warts, Bunions and Ingrowing Toe-nails.

TERMS MODERATE.

ADDRESS—54-56 Queen's Road Central.
Hongkong, 1st May, 1899. [588a]

FOR THE BLOOD IS THE LIFE

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER

AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scourge, Scanty, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds, it is a never-failing and permanent Cure. It cures Old Sores, Cures Sores on the Neck, Cures Boils, Cures Blackheads or Pimples on the Face, Cures Scourge, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all Impure Matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Joints. As this Mixture is pleasant to the taste, and is warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial in every case.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.
Clarke's Blood Mixture is sold in bottles of 10d each, and in cases containing six times the quantity. The bottles are marked with the name of the Proprietors, and are long-standing cases—BY ALL THE MEDICAL AND PATENT MEDICINE VENDORS throughout the world. Proprietors, The Hongkong and Shanghai Banking Corporation, Ltd., 10, Broad Street, London, England. Trade Mark—A BLOOD MIXTURE.

CLARKE'S BLOOD MIXTURE.

CAUTION—Beware of cheap imitations.

The Hongkong and Shanghai Banking Corporation, Ltd., 10, Broad Street, London, England.

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Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

EMPRESS OF AUSTRALIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage to KOHAMA and VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th May, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR"

4,425 tons gross register,

will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, via KOBE, YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Ports.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 18th May, 1899.

TOYOKISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

Via SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... [2,837] J. Truebridge... [June 17]

Victoria... [3,502] J. Pantou... [July 4]

Tacoma... [2,811] A. Dixon... [July 29]

Glenogle... [3,759] J. McGillivray... [Aug. 8]

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox... [3,677] Williamson [June 3]

Columbia... [3,976] N. Moncur [July 8]

Menomouille... [2,874] W.A. Evans [July 22]

Lenox... [3,677] Williamson [Aug. 19]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., whichever may be the destination of the Steamer.

Parcels must be sent to our Office, with address marked in full, by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO. LIMITED.

General Agents.

Hongkong, 23rd May, 1899.

FOR SAN FRANCISCO

THE "QUEEN MARGARET"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Freight, Passage, &c., apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd May, 1899.

THE HONGKONG TELEGRAPH, THURSDAY MAY 25, 1899.

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MURDER AT BANGKOK.

YOUTH SENTENCED TO DEATH.

At Bangkok on the 19th instant, a youth twenty years of age, named Nai Plean, stood his trial, before the Criminal Court, for the murder of a clerk named Chin On. At the police court, the prisoner had denied all knowledge of the murder and also denied that he had been on terms of intimacy with the deceased. But, at the Criminal Court, he pleaded that he shot at the deceased in self-defence, deceased having fired the first shot at him. The evidence showed that the prisoner had, without provocation, drawn a revolver and shot the deceased dead. A week previously, the deceased told his wife that he was in danger of his life from the jealousy of certain persons. The court found the prisoner guilty and sentenced him to death. He took his sentence quite unconcernedly.

FROM INDIAN PAPERS.

EARTHQUAKE DAMAGE IN BENGAL.
A statement was made in the Bengal Council during the Budget Debate that the damages arising from the earthquake of 1897 had cost in buildings alone eleven lakhs of rupees. No fewer than 400 or 500 buildings, chiefly in Rajshahy, had been repaired.

RAILWAY TO KHARTOUM.
According to the Cairo correspondent of the Times the railway to Khartoum has now been carried 50 miles south of the Atbara river, and is progressing at the rate of 203 yards daily. It is expected to be completed to Khartoum by November.

BOMBAY COAL MARKET.
For ready coal, rates are rather demoralised, as owing to the great difficulty experienced in getting labour to discharge, buyers are in many instances not taking up their purchases, and sellers have been obliged to sell on account of their buyers.

THE BUSHY HILL OF THE LOOM.
BRIGHTER OUTLOOK FOR OUR COTTON INDUSTRY.
The Board of Trade figures for the past three months, deserve more detailed attention in regard to their least satisfactory feature. They tell us what the country is doing in the way of shipping cotton piece goods.

Though there was a falling off in March, the total yardage for the first quarter of 1899 was pretty much the same as in the corresponding period of last year, viz.,

Three months ended March 31.
1899 1,355,600,000 yds.
1898 1,359,984,000 yds.

So Lancashire may be said to be doing fairly well in the weaving branch. There are one or two striking items of countries taking less this year to rather marked extent, viz., Japan, Turkey, and Brazil. Japan is a puzzle in more ways than one, as Manchester at the present time is getting anxious as to buyers of yarn and cloth at Yokohama keeping out of the market so long. Weaving in Lancashire just now is brisk, and the margin between yarn and the manufactured cloth is wider than for some time back.

There is no surprise, then, that the operatives are demanding a rise in wages. That they will get what they ask, viz., 10 per cent., is not at all likely, but some who profess to know how things will go say the work people may get 6d. in the £, or 25 per cent. As a matter of fact, there are more persons now at work in the County Palatine than ever known.

Our aggregate exports of cotton yarn continue poor, and no wonder, when we send so much cotton machinery abroad. The figures for the past nine months show that we are shipping on an average three millions of pounds weight less than the same months of the previous year. This is sure to affect the spinners as a whole sooner or later. Still, the South Lancashire spinners of cotton for the home trade keep busy, and no stocks can be met with Oldham way. The stock-takings of the cotton millers, just declared for the past three months are not discouraging by any means. Several new factories are going up. It is feared that in view of the slack export demand producers of cotton will soon find a diminishing margin. The wages advance of 7d. in the £ has just been paid with, out any trouble.

This report would hardly be complete without stating that the prospects for the American cotton crop is expected to be 17,500,000 bales, the biggest on record; but so far the statistics from the States do not confirm the estimate as just given. However, raw cotton prices are low—that is, something 3-5-10 for milling futures.

SOMETHING TO OUR CREDIT.
It is stated by a London paper that the Japanese officials have been making a tour of Europe with a view to obtaining a practical comprehension of the European educational systems, have warmly repented in favour of the British. They admit the Germans to have a more definitely technical character, but technical education is already in a measure provided for in Japan, and it is also urged that the English system is more suited to the Japanese temperament.

TEA INDUSTRY OF BENGAL.
The total area under tea last year in Bengal amounted to 328,067 acres, an increase of 22,350 acres. Of this 102,204 acres were under mature and 25,863 under immature plants. The total number of pounds of leaf manufactured was about two million pounds more than that of the year preceding. The industry gave employment to about 137,000 persons, an addition of about 40,000 having been made to the labour force employed in the previous year.

INDIAN RAILWAY EARNINGS.
The gross earnings of Indian Railways during 1898-99 were no less than 140 lakhs better than in the previous twelve months. By far the largest contributor to this result was the Great Indian Peninsula, which realized the sum of 100 lakhs, followed by the Bombay-Barda and Central India with 25, the Oudh and Rohilkhand with 12, the Bengal-Nagpur and the new Southern Punjab, with 11 each. The Eastern Bengal, on the other hand, shows a loss of 12 lakhs, and the southern lines did badly, the Southern Mahatma showing a decrease of nearly 14 lakhs; the Madras of nearly 14; the Mysore section of nearly seven, and the South India of six.

DISCONTENT ON THE BURMA RAILWAYS.
Some of the causes of the discontent amongst the employees on the Burma Railways are so petty that it is wonderful they should not have been removed, or rather that they were ever introduced. It has been a practice for years past to allow out of the Railway Fund certain monthly allowances towards paying from 50 to 75 per cent. of the school fees of the children of Railway servants; drawing small salaries. This concession was a boon to families with small salaries, and it did not come out of the pockets of the Railway Company. The Agent, however, has seen fit to reduce the amount hitherto allowed, and thus touches the pockets of all the poorest of the Railway men with families.

INDIA RUBBER IN GOA.
The Goa papers announce that Captain Moraes has discovered a plant in the wilds of the Portuguese territory of Goa, a tree which yields India rubber in considerable quantities. The tree is described as *Randia*, and it is supposed that Portuguese authorities are about to establish a rubber plantation in the locality.

Manager, Colonel M.C. Bradenbury, R.E., and their departing Engineer-in-Chief, Mr. G. H. List, at an evening party at the Town Hall, Lahore.

GERMAN AGGRESSION.
India offers a grand field for the mercantile activity of Germany. Articles "made in Germany" threaten to permeate every nook and corner of the country. In 1893-94 the value of the German import trade was nearly 11 crores of rupees. In 1897-98 Germany occupied the first place on the Continental list the value of her imports being 24 crores.

A NOTED CRIMINAL.
Following are the sentences which have been passed on a noted Indian criminal, and he is before the magistrate again.

18 months in	1897
6 "	1894
3 "	1891
3 "	1890
3 "	1889

PROGRESSIVE CALCUTTA.
Calcutta is not entirely the Sleepy Hollow we are apt to think it is in Bombay. In fact in one direction it has roused itself and sought to move with the times, whilst we are content to ling and have the finger of reproach pointed at us with unconcern. At last Calcutta is in possession of a company prepared to supply electricity for lighting purposes under the style of the Electric Supply Corporation, Limited. Although it is far from desirable that private companies should be allowed a monopoly of so serious a matter of public concern as the supply of light by the best and most modern methods, yet of two evils, that, or doing without, it is certainly the best. The Municipality apparently were not prepared to deal with the matter and they have leased out the right to a syndicate. The machinery is now complete and its starting, says a Calcutta contemporary, marks an epoch in the advance of civilization in India, for it is only the second city in the country, the first being Darjiling, which is in possession of the necessary plant. The new installation is capable of supplying electricity for 60,000 lamps and the mains in the streets cover a frontage of twenty-seven miles. An interesting and creditable fact to the new company is that the cost of the electric supply in Calcutta will be the same as it is in the City of London.

THE BUDDHIST RELICS.
AN APPEAL TO THE SANSKRIT KING.

A meeting was held recently at the Oriental College Hall, Maligakanda, Colombo, to consider what steps should be taken to make an appeal to His Majesty the King of Siam to obtain a portion of the relics recently found in upper India. It will be remembered that about a year ago some important archaeological discoveries were made in upper India and amongst them Dr. Buller found 5 vessels in which were enshrined some valuable relics of Buddha. All these have been given to His Majesty the King of Siam, who has decided to offer a portion to the Burmese Buddhists and a portion to the Ceylon Buddhists. His Majesty has decided upon offering it to a representative body and not to a particular sect. The venerable H. Sumangala, High Priest, presided over the meeting and Mr. Siman Fernando and Mr. W. A. D. Silva were elected Secretaries *pro tem*. It was decided to convene a representative meeting of the Ceylon Buddhist Public at an early date, and for that purpose preliminary arrangements were made with the appointment of a committee.

UNCHECKED VIOLENCE AND LAWLESSNESS IN KALUBOWILA.

It has been often remarked that the native villager is enjoying peace and happiness under the benign protection of the British Government, and that his condition is much better now than what it used to be. But the state of affairs in the village of Kalubowila, of Salpiti Kotte presents an adverse aspect. Cattle-lifting has been carried on with impunity, while the theft of agricultural products is of daily occurrence. In almost every household possessing cattle, about three or four animals have been missing, and in some the animals have returned often with altered brand marks. At the time of harvest the poor villager is deprived of his garden produce—it may be the plantain bunches from his garden or the yams of his owlie. His wealth consisted of a few head of cattle, and upon the produce of his garden or field he managed to live. But now the villager is reduced to beggary. Is there none to listen to their cry? The villager is certainly groaning under such grievances, and the headmen who are expected to be the guardians of person and property, are unable to grant him redress.

To add to the long list of crimes committed in Kalubowila and repeatedly passed unchecked, there comes the news that a cow lay killed in the land called Alapatthana. The cow had been slaughtered near the tavern at the Kohluwala. This has been the rendered the place of all the lawless and indolent vagabonds of the place. They are often seen near it either gambling or killing away time in idle chatter to the annoyance of the passers by, at whom often remarks are cast.

OLD SUGAR FACTORY IN BURMA.

The Moulmein paper gives an interesting account of the first sugar factory set up in Burma 50 years ago by Messrs. O'Leary & Bell. To protect the Government of Lord Auckland prohibited the export of sugar into Moulmein, and export to Great Britain was allowed on the most favourable terms. In 1843-44 the factory produced 175 tons which was increased in 1846 to 300 tons. Under Lord Ellenborough's rule the restriction on imports of sugar was removed, and the factory had to close. The machinery was sold at a considerable sacrifice, and removed to Calcutta. It would be interesting to know what became of it. Sometime in the sixties a French gentleman of the name of "Jousselin" had a sugar mill at Marabhan, opposite Moulmein, but this also had to close after working for a couple of years. The high cost of labour in Burma as compared with India, no doubt, had something to do with the failure of these sugar mills.

THE HIGH LEVEL RESERVOIR, SINGAPORE.

The capacity of this reservoir will be 6,000,000 gallons; that of the present reservoir being 3,000,000. The depth of the water, when the reservoir is full will be 20 feet. The water level, when the reservoir is full, will be 6 feet above the overflow level of the present high level service reservoir at Mc Emily; 14 feet above the clear-water Reservoir at the fillets; 12 feet above the low level reservoir, and, as of most practical importance, 15 feet above the level of the streets in the greater part of the town. The walls will be for the main part, as at present, intended of Portland cement concrete, and the arches of brick in cement. The walls will be repaired for about half their height and will appear as a series of buttresses and curved portions. This style is adopted to save material. The inlet main and the outlet main will each be 24 inches in diameter.

SIR T. LIPSON'S SUGAR SCHEME.
It was reported from Barbados the other day that the committee of the Agricultural Society had recommended the rejection of Sir Thomas Lipson's offer to purchase cane at 10s. per ton for a central factory for 100,000, and to manufacture only 1,500 worth of sugar, the committee being of opinion that there was nothing in the scheme for them.

misunderstanding, either in the report or in the part of the committee, because his representative has not made any actual offer to the planters of Barbados. Sir Thomas's experts are still in the West Indies making inquiries, and any offer will, of course, depend on the commercial aspect of the matter, as it appears to Sir Thomas when he receives the full reports, which are yet by no means complete.

But his impression is that in the end the matter will come to all right, and he may be able to make an offer to planters on a co-operative basis. Obviously there is some misunderstanding in the report that Sir Thomas Lipson proposed to manufacture only 1,500 worth of sugar. In the event of his taking up the question of central factories in Barbados, it would be, we are informed with a view of dealing with a matter of something like three-quarters of a million pounds worth of sugar.

STRANGE STORY FROM CALCUTTA.

ALLEGATIONS AGAINST AN ATTORNEY AND OTHERS.
At the Calcutta Police Court, before the Hon. Nawab Bahadur Syed Ameer Hossein, Mr. Manuel, on behalf of a Marwari lady, named Gunga Dabi, applied for summonses against Ram Dabi, another Marwari lady, Babu Ashutosh Dhar, a well known attorney of the High Court, Babu Radha Prasad Dhar, a brother with the second defendant, and seven others, for criminally trespassing in the house of the complainant at 16, Raj Mohun Bose's Lane and wrongfully confining her. The facts of the case are as follows:—The first accused was the wife of the complainant's brother, Sham Shunder (deceased), but during his life time she eloped with a Mahomedan, who, together with two Burmese, were convicted and sentenced at the Alipore Sessions to six months' rigorous imprisonment each, for kidnapping Ram Dabi. Consequently, when her husband died, a short time ago, she was an outcast it was contended by the prosecution that she had no right to any of his property. In spite of this it is alleged that, aided by the other accused named above, she trespassed into the complainant's house, and wrongfully confined her, with a view to taking forcible possession of the belongings of her late husband. Mr. Manuel stated that prior to this, an application had been made by the complainant to Mr. T. A. Pearson, who however, referred her to the police to make a complaint to them; but for some reason unknown to them, the police report was unfavourable to the complainant, and they informed his worship that she would not come to the Thannah to make a report. All that Mr. Manuel would say in regard to this was that she was apprehensive lest if she left her house, she would not be allowed to re-enter. It was also a matter of regret and surprise to him that so old and experienced an attorney as Babu Ashutosh Dhar should be mixed up in a case of such high-handed proceedings. He would be expected Ashutosh Dhar would have felt the matter in a different way while he filed a suit in the High Court for administration of the property. His worship, after hearing Mr. Manuel, granted summonses against all the accused on the charges mentioned above. The matter is creating a good deal of interest in the Marwari community.

NAVY AND MILITARY.

THE TRIALS OF THE "AMPHITRITE."
The first class cruiser *Amphitrite* of 11,000 tons and 18,000 I.H.P., returned to Chatham recently upon the conclusion of an interesting series of steam trials. Special importance was attached to them as an attempt was made to determine whether the steam used in pumps and other auxiliary machinery connected with the main engines could subsequently be utilized in the evaporators for making fresh water for use in the boilers. This is always necessary on board ship, as from various causes, the blowing of steam through the escape valves, etc., there is a loss in the feed water reserve. Without entering upon detailed results it may be said that the experiments undertaken showed that this could be done, and thus in future ships a saving will be effected, as in the past steam for making up this deficiency in the reserve of feed water has been taken direct from the boilers. From the point of view, too, of the ordinary steam trials the results were eminently satisfactory, the coal consumption being less at the various powers than has before been attained with water tube boilers. At the close of the 30 hours run it was found that the mean power was 13,605 H.P., while the coal consumption was 1.43 lb. per I.H.P. per hour, the rates for the preceding ships of the class having been *Europa* 1.04 lb., *Andromeda*, 1.74 lb., *Ariadne*, 1.22 lb., *Diadem*, 1.61 lb., *Argonaut*, 1.60 lb., and *Nias*, 1.55 lb. The mean results of the three trials may thus be summarized:

Revolutions	1st Power	Continuous	Full Power
1500	11.5	11.5	11.5
1800	11.5	11.5	11.5
2100	11.5	11.5	11.5
2400	11.5	11.5	11.5
2700	11.5	11.5	11.5
3000	11.5	11.5	11.5
3300	11.5	11.5	11.5
3600	11.5	11.5	11.5
3900	11.5	11.5	11.5
4200	11.5	11.5	11.5
4500	11.5	11.5	11.5
4800	11.5	11.5	11.5
5100	11.5	11.5	11.5
5400	11.5	11.5	11.5
5700	11.5	11.5	11.5
6000	11.5	11.5	11.5
6300	11.5	11.5	11.5
6600	11.5	11.5	11.5
6900	11.5	11.5	11.5
7200	11.5	11.5	11.5
7500	11.5	11.5	11.5
7800	11.5	11.5	11.5
8100	11.5	11.5	11.5
8400	11.5	11.5	11.5
8700	11.5	11.5	11.5
9000	11.5	11.5	11.5
9300	11.5	11.5	11.5
9600	11.5	11.5	11.5
9900	11.5	11.5	11.5
10200	11.5	11.5	11.5
10500	11.5	11.5	11.5
10800	11.5	11.5	11.5
11100	11.5	11.5	11.5
11400	11.5	11.5	11.5
11700	11.5	11.5	11.5
12000	11.5	11.5	11.5

Secretary Long has announced, says the *New York Herald*, that the President has decided to confer the names of six States and six cities upon the three battleships, three armoured cruisers and six unprotected cruisers authorized by the last Naval Appropriation Law. The three battleships will be named *Pennsylvania*, *Jersey*, and *Georgia*, and the armoured cruisers *West Virginia*, *Nebraska*, and *California*. The small cruisers will be named *Danvers*, *Des Moines*, *Chattanooga*, *Galveston*, *Tacoma*, and *Cleveland*.

The Austrian cruiser *Zenta*, 2,300 tons, and 312 ft. long by 40 ft. beam, fitted with eight Yarrow water-tube boilers, has passed her official trials in the Adriatic, attaining easily a speed of 20.9 knots with 7,800 h.p., being over 8 per cent. above the rated power. These boilers are similar to those that gave such good results in the Dutch cruisers *Holland*, *Friesland*, and *Zeland*.

The *Odeski Listok* states that the personnel of the ships of the Russian navy serving in home waters is fixed for this year as follows:—Thirteen admirals, 391 staff officers, 1,129 other officers, 376 mechanical engineers, 140 doctors, 713 cadets and apprentices and 39,834 men. With regard to the reported difficulties in obtaining recruits for the New Chinese regiment at Wei-hai-wei, it is learnt by the present China mail that things look somewhat brighter now. Recruiting is proceeding fairly well, and, according to a correspondent on the spot, those in authority seem determined to keep up the standard of the regiment, and are by no means accepting every man who offers himself, but are taking their pick of the best. This will probably have a good effect, showing the natives that quality before quantity is required. Temporary recruits are being rapidly fitted up for non-commissioned and other ranks, accommodation being provided for about 165 men. Permanent barracks are, it is reported, to be hereafter created to the North of Wei-hai-wei, close to the site upon which the Japanese cavalry barracks stood during their occupation. It is intended to make a clean sweep of the opium dens and brothels, which at present make the station a most disreputable place. It has already been demonstrated by the authorities that terrible harm both small and great, can be done by the use of a good sweep of the place.

allowed to go on to the shore, and the place was allowed to go on to the shore, and the place was

Consignees.

NOTICE TO CONSIGNEES.

S.S. "BIRCHTOR."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 19th May, 1899. [678a]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"CARDIGANSHIRE."

Captain A. D. Hildley having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained on countersignature of Bills of Lading.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHIWAH, TOMES & CO., Agents.

Hongkong, 20th May, 1899. [684a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO."

are hereby notified that their Goods are being landed at their risk in the Company's Godowns at Vanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining undelivered after the 27th instant will be subject to rent.

No Fire Insurance has been effected. J. S. VAN BUREN, Agent.

Hongkong, 20th May, 1899. [1-w 5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—Yam Madras, ex S.S. *Lalpara*.

Optional Cargo will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 20th May, 1899. [1-w 5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX,"

FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd May, 1899. [1-w 4]

GRIMALT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrhs, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lung and Bronchial Tubes, should take

GRIMALT'S SYRUP AND HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years, with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night sweats, and all the Appetite improves rapidly. A fact soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rich color and is sold in all the best bottles. Beware of imitations.

GRIMALT & CO., 10, Abchurch Lane, London, E.C. 4.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

DUMINY & CO

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Carte Blanche 800

Sillery 800

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TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £100, to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

